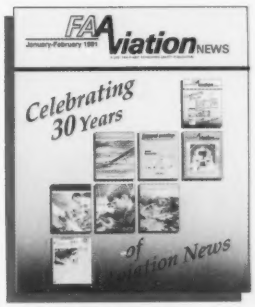
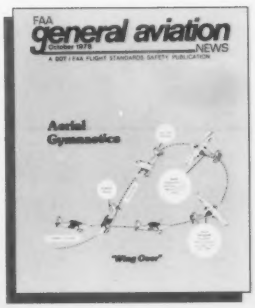
January-February 1991

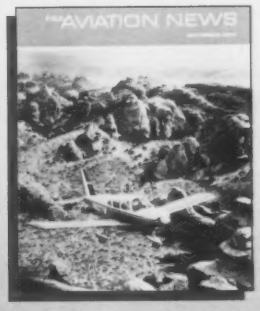
FAA Aviation NEWS

A DOT / FAA FLIGHT STANDARDS SAFETY PUBLICATION

Celebrating 30 Years







# of Aviation News

U.S. Department
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A DOT/FAA FLIGHT STANDARDS SAFETY PUBLICATION

Volume 30, Number 1

*Front Cover: Representative **FAA Aviation News** covers from the past 30 years.*

*Back Cover: A retrospective of Robert Osborn cartoons, formerly a regular feature in **FAA Aviation News**.*

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Minister Systsov (left) discusses the U.S. certification requirements for Soviet aircraft with Administrator Busey (right) through an interpreter.

Is There a Soviet Airplane in Your Future?

by Phyllis Duncan, Editor

FAA made some aviation history on November 30 when Administrator James Busey met with Mr. Appollon Systsov, Minister of Aviation Industry for the Soviet Union. Mr. Systsov is the first ranking civilian Soviet aviation official to meet with the Administrator. Anthony Broderick, Associate Administrator for Regulation and Certification, and Craig Beard, Director of the Aircraft Certification Service, joined the Administrator and Mr. Systsov to discuss the process for possible U.S. certification of several Soviet-designed and built aircraft. Mr. Broderick and Mr. Beard plan to visit the Soviet Union during January to continue the FAA's airworthiness certification efforts toward a US/USSR bilateral airworthiness agreement.

Four days earlier, Mr. Systsov spoke to his first American audience at a lecture sponsored by the Aero Club of Washington. (Established in 1909, the Aero Club of Washington is affiliated with the National Aeronautical Association and offers membership to individuals, corporations, and government offices.)

An engineer by training, Mr. Systsov began his aviation career on the assembly line of the Soviet LE-2, their equivalent of the DC-3, in 1948. He made his way through the worker ranks and was eventually placed in charge of the Soviet Union's largest aircraft production facility in Ulyanovsk, a factory that turns out the Antopov AN-124 and the Tupolev TU-204. He served as Deputy Minister for Aviation Industry and was recently appointed to the Minister position. He has been charged by Chairman Gorbachev to establish foreign markets for Soviet aircraft, no small task.

The Ministry for Aviation Industry has nearly a dozen sub-ministries under it and about a half dozen unions, or what we might call departments. The Ministry has financial and design oversight and licensing authority for all aircraft, engine, and accessory production and certification in the Soviet Union. It also deals with supply of materials, investment activities, new plant construction, research and development, and implementation of designs. The Ministry also directs design and production in the departments that deal with radios and communication devices, computers and other electronics, and defense support.

In his Aero Club lecture Mr. Systsov discussed the current aircraft designs on the drawing board or in production in the Ministry. Of particular interest are two passenger transport models, for which he hopes to obtain FAA certification and which he hopes to sell to U.S. and European airlines. The first is the Tupolev TU-204-200. With avionics by Honeywell and powered by two Pratt and Whitney engines, the TU-204-200 would carry 214 passengers for 6,500 km (4,030 miles). It will complete its Soviet certification in early 1991 and will be in domestic service by the second half of that year. Mr. Systsov hopes for U.S. certification by 1994.

The Ilyushin IL-96M is the second model that the Minister hopes will be U.S. certificated and bought by U.S. airlines. Mr. Systsov is so confident of its marketability that the IL-96M is destined for export only. It has four Pratt and Whitney engines, glass cockpit technology, and can carry up to 375 passengers for nearly 9,000 km (5,580 miles).

Mr. Systsov talked briefly about other Soviet designs including a supersonic business jet, called the SSBJ. This would be a joint venture of the Sukhoi Aircraft Company and the U.S. Gulfstream Company. Its maximum supersonic speed would be Mach 2 and its maximum subsonic speed would be .9 Mach. Other interesting projects involve an all-composite helicopter, helicopters and airplanes using cryogenic fuels, an amphibious plane that can be used as a commuter or a firefighter, and small sport and business planes, one of which looks like a hybrid of a Piper Malibu and a V-tail Beech Bonanza. The Soviets are also conducting design tests of composite propellers and rotors with the ultimate goal of a "noiseless" propeller.

Mr. Systsov indicates his country is "ready for cooperation in joint ventures." Maybe we will end up beating our swords into airfoils. ■

A New Name for an Old Program

by Dean Chamberlain,
Associate Editor

The FAA's Accident Prevention Specialists are gone. They are gone, but not forgotten. They are now Accident Prevention Program Managers (APPM), according to Al Groft, Acting FAA National Accident Prevention Program Manager (NAPPM). The new title more accurately reflects the APPM's important role in managing the FAA's Accident Prevention Program within the local Flight Standards District Office's (FSDO) area. To understand why the name change was made, a person must understand the history of the Accident Prevention Program and the vital role the APPM plays in the program.

The Accident Prevention Program is based on the fact that general aviation accidents can be prevented or the accident rate reduced through airman education. The concept for the program was developed about 25 years ago because of the FAA's concern about the increasing general aviation accident rate during the 1950's and 1960's. Starting in 1968, the new safety concept was tested for two years in the FAA's Central and Southwest Regions.

"Through the combined efforts of the aviation public, aviation industry, and various governmental agencies, the test program sought to improve airmen's attitudes toward aviation safety through a better understanding of airmen knowledge, proficiency, and judgment," Groft said.

The program also sought to reduce the hazards in the general aviation environment.

The reduction in the general aviation accident rate in the two regions during the test program proved the validity of the concept. Accidents could be prevented through education. As a result of the successful test program, the Accident Prevention Program was adopted nationally in 1971. Today, the program continues to show a steady decrease in the national general aviation accident figures.

The National Accident Prevention Program consists of a National Accident Prevention Program Manager and staff in FAA Headquarters in Washington, D.C., to oversee the program. Nine Regional Accident Prevention Program Managers coordinate the activities of about 81 Accident Prevention Program Managers assigned to FSDO's within their regions.

Normally one APPM is assigned to each FSDO to manage its accident prevention program. Each Accident Prevention Program Manager is a qualified FAA aviation safety inspector selected for his or her interest in the Accident Prevention Program and ability to work with the local aviation community to promote aviation safety.

The role of the APPM's in managing and coordinating the FAA's safety efforts in their local communities is the reason for the title change. Working under the direction of the FSDO manager, the APPM plans, organizes, and conducts aviation safety seminars, workshops, and clinics. They manage the FAA's new Remedial Training Program. They work closely with aviation organizations and individuals to identify potential safety problems, and they counsel individual airmen as appropriate. They also work with operators of executive aircraft; managers of flying schools, repair stations, and maintenance facilities; managers of flying clubs, military aero clubs, Civil Air Patrol squadrons, and many other aviation groups to establish accident prevention programs within the various groups. The APPM's dedication to a safer flying environment is evidenced by their weekend appearances at local airports to promote safety. They actively seek out suggestions and ideas to improve aviation safety, and either implement them or forward the suggestions through the appropriate channels to those who can implement the ideas.

Some of the ways they manage the FSDO safety program include reviewing accident/incident reports to identify airmen deficiencies; participating in aircraft accident investigations to the extent necessary to develop preventive measures; promoting the Pilot Proficiency Award "Wings" program; analyzing related statistics to identify adverse safety trends and causal factors; and by working closely with other FAA sections such as Air Traffic, Airports, Medical, Security, and others in developing aviation safety materials and programs. Identifying and resolving safety problems noted during routine surveillance or reported on Safety Improvement Reports are also an important part of their daily job. They work closely with their respective state and local aeronautic commissions to develop aviation safety programs within their areas.

In many cases, an APPM's dedication and interest in aviation goes beyond the job. Many APPM's participate in many different areas of aviation off duty. They are pilots, aircraft owners, maintenance technicians, aeronauts, ultralight pilots, military reservists and National Guard volunteers, flight and ground instructors. Many are active community workers. The community involvement of many APPM's is typical of many who have been with the program since its beginning.

"During the life of the Accident Prevention Program, a few APPM's have changed careers, but many soon return at the earliest opportunity to the program. One of the reasons for their returning to the program is the impact they can have in life of an airman," Groft said. "In many cases the APPM is the only FAA person many airmen will ever meet, and the opportunity for that APPM to make a real difference in the airman's life is important to many APPM's."

According to Groft, the importance of the APPM's involvement in and management of the FAA Accident Prevention Program in their local communities is now reflected in their new title. They are in fact Program Managers.

The Accident Prevention Program Managers and the Accident Prevention Program are general aviation's keys to safety. Airmen should visit their local FAA/FSDO, introduce themselves to the APPM, and be ready to talk about safety. Who knows? What they learn may someday save someone's life: their own. ■

Helping the APPM's are about 3,500 volunteer Accident Prevention Counselors (APC) located throughout the country. The APC's are highly respected individuals active in the aviation community. Appointed annually by their local APPM, they support the program by providing advice and safety information to their fellow airmen, by arranging and participating in safety seminars, and by promoting aviation safety in many other ways in their local communities. A few have even been appointed as Accident Prevention Counselors-at-Large because of their long-term dedication to the program and aviation safety. Program founder Pete Campbell, airline pilot and noted aviation writer Barry Schiff, singer and pilot John Denver, and Experimental Aircraft Association (EAA) founder Paul Poberezny are a few of the APC's honored as counsellors-at-large for their long-term dedication to aviation safety.

Groft said, "The dedication and willingness of the APC's to volunteer their time, energies, and resources in the fight to prevent accidents are an important part of the Accident Prevention Program."

FAA "Lifts the Veil" for 300 Airports

by Dean Chamberlain
Associate Editor

The requirement for certain aircraft to be Mode C transponder-equipped in order to operate within the 30-mile veil of several terminal control areas (TCA) has been suspended until December 30, 1993. This rule suspension affects approximately 300 general aviation airports.

Special Federal Aviation Regulation (SFAR) 62 temporarily suspends FAR § 91.215(b)(2), ATC transponder and altitude reporting equipment and use. FAA publicized the suspension by FDC NOTAM and in the *Federal Register*.

Under the SFAR, pilots can operate without a Mode C transponder at certain airports (listed below) at or below a specified altitude and subject to the following conditions.

(1) The aircraft must be operated within a two-nautical mile radius of the airport and

(2) Only along a direct route between that airport and the outer boundary of the Mode C veil.

Air Traffic Control (ATC) may expand the two-nautical mile radius out to a radius of five nautical miles for an aircraft if the situation requires it. ATC can also vary the exit route of a non-Mode C equipped aircraft departing one of the airports to the edge of a veil.

Operating at or below the designated altitude and on the most direct route to the edge of the veil does not relieve pilots of compliance with FAR § 91.119 (minimum safe altitudes). Routes to and from each airport are intentionally unspecified to allow pilots to avoid obstructions, noise-sensitive areas, etc., and to remain in compliance with FAR § 91.119.

The Mode C transponder requirement will have to be met after December 30, 1993, unless the FAA extends that date. One of the factors in that decision will be the radar coverage within the TCA Mode C veil airspace as new radar equipment is installed. FAA determined that safety would not be compromised by the suspension within or near the airports listed because ATC radar cannot adequately cover the affected airspace near those airports. As the FAA installs new, upgraded ATC radar equipment, FAA will review each airport's radar coverage and determine on a case-by-case basis whether to continue the suspension. Another factor in determining which airports to include in the suspension list was the need to eliminate airports served by scheduled air carrier operations using aircraft that will be required to install TCAS (traffic alert and collision avoidance system) equipment.

The complete text of SFAR 62 was released in the December 5, 1990 *Federal Register*. Contact the Superintendent of Documents, Government Printing Office, Washington, DC 20402-9371 for copies of the 12/5/90 *Federal Register*, Vol. 55, No. 234.

Airports within a 30-nautical-mile radius of: Atlanta International Airport

Airport Name	Arpt ID	Alt. (AGL)
Air Acres Airport, Woodstock, GA	5GA4	1,500
B & L Strip Airport, Hollonville, GA	GA29	1,500
Camfield Airport, McDonough, GA	GA36	1,500
Cobb County-McCollum Field Airport, Marietta, GA	RYY	1,500
Covington Municipal Airport, Covington, GA	9A1	1,500
Diamond R Ranch Airport, Villa Rica, GA	3GA5	1,500
Dresden Airport, Newnan, GA	GA79	1,500
Eagles Landing Airport, Williamson, GA	5GA3	1,500
Fagundes Field Airport, Haralson, GA	6GA1	1,500
Gable Branch Airport, Haralson, GA	5GA0	1,500
Georgia Lite Flite Ultralight Airport, Acworth, GA	31GA	1,500
Griffin-Spalding County Airport, Griffin, GA	6A2	1,500
Howard Private Airport, Jackson, GA	GA02	1,500
Newnan Coweta County Airport, Newnan, GA	CCO	1,500
Peach State Airport, Williamson, GA	3GA7	1,500
Poole Farm Airport, Oxford, GA	2GA1	1,500
Powers Airport, Hollonville, GA	GA31	1,500
S & S Landing Strip Airport, Griffin, GA	8GA6	1,500
Shade Tree Airport, Hollonville, GA	GA73	1,500

Logan International Airport

Airport Name	Arpt ID	Alt. (AGL)
Berlin Landing Area Airport, Berlin, MA	MA19	2,500
Hopedale Industrial Park Airport, Hopedale, MA	1B6	2,500
Larson's SPB, Tyngsboro, MA	MA74	2,500
Moore AAF, Ayer/Fort Devens, MA	AYE	2,500
New England Gliderport, Salem, NH	NH29	2,500
Plum Island Airport, Newburyport, MA	2B2	2,500
Plymouth Municipal Airport, Plymouth, MA	PYM	2,500
Taunton Municipal Airport, Taunton, MA	TAN	2,500
Unknown Field Airport, Southborough, MA	1MA5	2,500

Charlotte/Douglas International Airport

Airport Name	Arpt ID	Alt. (AGL)
Arant Airport, Wingate, NC	1NC6	2,500
Bradley Outernational Airport, China Grove, NC	NC29	2,500
Chester Municipal Airport, Chester, SC	9A6	2,500
China Grove Airport, China Grove, NC	76A	2,500
Goodnight's Airport, Kannapolis, NC	2NC8	2,500
Knapp Airport, Marshville, NC	3NC4	2,500
Lake Norman Airport, Mooresville, NC	14A	2,500
Lancaster County Airport, Lancaster, SC	LKR	2,500
Little Mountain Airport, Denver, NC	66A	2,500
Long Island Airport, Long Island, NC	NC26	2,500
Miller Airport, Mooresville, NC	8A2	2,500
US Heliport, Wingate, NC	NC56	2,500
Unity Aerodrome Airport, Lancaster, SC	SC76	2,500
Wilhelm Airport, Kannapolis, NC	6NC2	2,500

Chicago-O'Hare International Airport

Airport Name	Arpt ID	Alt. (AGL)
Aurora Municipal Airport, Chicago/Aurora, IL	ARR	1,200
Donald Alfred Gade Airport, Antioch, IL	IL11	1,200
Dr. Joseph W. Esser Airport, Hampshire, IL	7IL6	1,200
Flying M. Farm Airport, Aurora, IL	IL20	1,200
Fox Lake SPB, Fox Lake, IL	IS03	1,200
Graham SPB, Crystal Lake, IL	IS79	1,200
Herbert C. Mass Airport, Zion, IL	IL02	1,200
Landings Condominium Airport, Romeoville, IL	C49	1,200
Lewis University Airport, Romeoville, IL	LOT	1,200
McHenry Farms Airport, McHenry, IL	44IL	1,200
Olson Airport, Plato Center, IL	LL53	1,200

Redeker Airport, Milford, IL	IL85	1,200
Reid RLA Airport, Gilberts, IL	6IL6	1,200
Shamrock Beef Cattle Farm Airport, McHenry, IL	49LL	1,200
Sky Soaring Airport, Union, IL	55LL	1,200
Waukegan Regional Airport, Waukegan, IL	UGN	1,200
Wormley Airport, Oswego, IL	85LL	1,200

Cleveland/Hopkins International Airport

Airport Name	Arpt ID	Alt. (AGL)
Akron Fulton International Airport, Akron, OH	AKR	1,300
Bucks Airport, Newbury, OH	40OH	1,300
Derecsky Airport, Auburn Center, OH	6OI0	1,300
Hannum Airport, Streetsboro, OH	69OH	1,300
Kent State University Airport, Kent, OH	1G3	1,300
Lost Nation Airport, Willoughby, OH	LNN	1,300
Mills Airport, Mantua, OH	OH06	1,300
Portage County Airport, Ravenna, OH	29G	1,300
Stoney's Airport, Ravenna, OH	OI32	1,300
Wadsworth Municipal Airport, Wadsworth, OH	3G3	1,300

Dallas/Fort Worth International Airport.

Airport Name	Arpt ID	Alt. (AGL)
Beggs Ranch/Aledo Airport, Aledo, TX	TX15	1,800
Belcher Airport, Sanger, TX	TA25	1,800
Bird Dog Field Airport, Krum, TX	TA48	1,800
Boe-Wrinkle Airport, Azle, TX	28TS	1,800
Flying V Airport, Sanger, TX	71XS	1,800
Graham Ranch Airport, Celina, TX	TX44	1,800
Haire Airport, Bolivar, TX	TX33	1,800
Hartlee Field Airport, Denton, TX	1F3	1,800
Hawkin's Ranch Strip Airport, Rhome, TX	TA02	1,800
Horseshoe Lake Airport, Sanger, TX	TE24	1,800
Ironhead Airport, Sanger, TX	T58	1,800
Kezer Air Ranch Airport, Springtown, TX	61F	1,800
Lane Field Airport, Sanger, TX	58F	1,800
Log Cabin Airport, Aledo, TX	TX16	1,800
Lone Star Airpark Airport, Denton, TX	T32	1,800
Rhome Meadows Airport, Rhome, TX	TS72	1,800
Richards Airport, Krum, TX	TA47	1,800
Tallows Field Airport, Celina, TX	79TS	1,800
Triple S Airport, Aledo, TX	42XS	1,800
Warshun Ranch Airport, Denton, TX	4TA1	1,800
Windy Hill Airport, Denton, TX	46XS	1,800
Aero Country Airport, McKinney, TX	TX05	1,400
Bailey Airport, Midlothian, TX	7TX8	1,400
Bransom Farm Airport, Burleson, TX	TX42	1,400
Carroll Air Park Airport, De Soto, TX	F66	1,400
Carroll Lake-View Airport, Venus, TX	70TS	1,400
Eagle's Nest Estates Airport, Ovilla, TX	2T36	1,400
Flying B Ranch Airport, Ovilla, TX	TS71	1,400
Lancaster Airport, Lancaster, TX	LNC	1,400
Lewis Farm Airport, Lucas, TX	6TX1	1,400
Markum Ranch Airport, Fort Worth, TX	TX79	1,400
McKinney Municipal Airport, McKinney, TX	TKI	1,400
O'Brien Airpark Airport, Waxahachie, TX	F25	1,400
Phil L. Hudson Municipal Airport, Mesquite, TX	HQZ	1,400
Plover Heliport, Crowley, TX	82Q	1,400
Venus Airport, Venus, TX	75TS	1,400

Stapleton International Airport

Airport Name	Arpt ID	Alt. (AGL)
Athanasiou Valley Airport, Blackhawk, CO	CO07	1,200
Boulder Municipal Airport, Boulder, CO	1V5	1,200
Bowen Farms No. 2 Airport, Strasburg, CO	3CO5	1,200
Carrera Airpark Airport, Mead, CO	93CO	1,200
Cartwheel Airport, Mead, CO	0CO8	1,200
Colorado Antique Field Airport, Niwot, CO	8CO7	1,200
Comanche Airfield Airport, Strasburg, CO	3CO6	1,200
Commanche Liverstock Airport, Strasburg, CO	59CO	1,200
Flying J Ranch Airport, Evergreen, CO	27CO	1,200
Frederick-Firestone Air Strip Airport, Frederick, CO	CO58	1,200
Frontier Airstrip Airport, Mead, CO	84CO	1,200
Hoy Airstrip Airport, Bennett, CO	76CO	1,200
J & S Airport, Bennett, CO	CD14	1,200
Kugel-Strong Airport, Platteville, CO	27V	1,200
Land Airport, Keenesburg, CO	CO82	1,200
Lindys Airpark Airport, Hudson, CO	7CO3	1,200
Marshdale STOL, Evergreen, CO	CO52	1,200
Meyer Ranch Airport, Conifer, CO	5CO6	1,200
Parkland Airport, Erie, CO	7CO0	1,200
Pine View Airport, Elizabeth, CO	02V	1,200
Platte Valley Airport, Hudson, CO	18V	1,200
Rancho De Aereo Airport, Mead, CO	05CO	1,200
Spickard Farm Airport, Byers, CO	5CO4	1,200
Vance Brand Airport, Longmont, CO	2V2	1,200
Yoder Airstrip Airport, Bennett, CO	CD09	1,200

Detroit Metropolitan Wayne County Airport.

Airport Name	Arpt ID	Alt. (AGL)
Al Meyers Airport, Tecumseh, MI	3TE	1,400
Brighton Airport, Brighton, MI	45G	1,400
Cackleberry Airport, Dexter, MI	2MI9	1,400
Erie Aerodome Airport, Erie, MI	05MI	1,400
Ham-A-Lot Field Airport, Petersburg, MI	MI48	1,400
Merillat Airport, Tecumseh, MI	34G	1,400
Rossettie Airport, Manchester, MI	75G	1,400
Tecumseh Products Airport, Tecumseh, MI	0D2	1,400

Honolulu International Airport

Airport Name	Arpt ID	Alt. (AGL)
Dillingham Airfield Airport, Mokuleia, HI	HDH	2,500

Houston Intercontinental Airport.

Airport Name	Arpt ID	Alt. (AGL)
Ainsworth Airport, Cleveland, TX	0T6	1,200
Biggin Hill Airport, Hockley, TX	0TA3	1,200
Cleveland Municipal Airport, Cleveland, TX	6R3	1,200
Fay Ranch Airport, Cedar Lane, TX	0T2	1,200
Freeman Property Airport, Katy, TX	61T	1,200
Gum Island Airport, Dayton, TX	3T6	1,200
Harbican Airpark Airport, Katy, TX	9XS9	1,200
Harold Freeman Farm Airport, Katy, TX	8XS1	1,200
Hoffpauir Airport, Katy, TX	59T	1,200
Horn-Katy Hawk International Airport, Katy, TX	57T	1,200
Houston-Hull Airport, Houston, TX	SGR	1,200
Houston-Southwest Airport, Houston, TX	AXH	1,200
King Air Airport, Katy, TX	55T	1,200
Lake Bay Gall Airport, Cleveland, TX	0T5	1,200
Lake Bonanza Airport, Montgomery, TX	33TA	1,200

R W J Airpark Airport, Baytown, TX	54TX	1,200
Westheimer Air Park Airport, Houston, TX	5TA4	1,200

Kansas City International Airport

Airport Name	Arpt ID	Alt. (AGL)
Amelia Earhart Airport, Atchison, KS	K59	1,000
Booze Island Airport, St. Joseph, MO	64MO	1,000
Cedar Air Park Airport, Olathe, KS	51K	1,000
D'Field Airport, McLouth, KS	KS90	1,000
Dorei Airport, McLouth, KS	K69	1,000
East Kansas City Airport, Grain Valley, MO	3GV	1,000
Excelsior Springs Memorial Airport, Excelsior Springs, MO	3EX	1,000
Flying T Airport, Oskaloosa, KS	7KS0	1,000
Hermon Farm Airport, Gardner, KS	KS59	1,000
Hillside Airport, Stilwell, KS	63K	1,000
Independence Memorial Airport, Independence, MO	3IP	1,000
Johnson County Executive Airport, Olathe, KS	OJC	1,000
Johnson County Industrial Airport, Olathe, KS	IXD	1,000
Kimray Airport, Plattsburg, MO	7MO7	1,000
Lawrence Municipal Airport, Lawrence, KS	LWC	1,000
Martins Airport, Lawson, MO	21MO	1,000
Mayes Homestead Airport, Polo, MO	37MO	1,000
McComas-Lee's Summit Municipal Airport, Lee's Summit, MO	K84	1,000
Mission Road Airport, Stilwell, KS	64K	1,000
Northwood Airport, Holt, MO	2MO2	1,000
Plattsburg Airpark Airport, Plattsburg, MO	MO28	1,000
Richards-Gebaur Airport, Kansas City, MO	GVW	1,000
Rosecrans Memorial Airport, St. Joseph, MO	STJ	1,000
Runway Ranch Airport, Kansas City, MO	2MO9	1,000
Sheller's Airport, Tonganoxie, KS	11KS	1,000
Shomin Airport, Oskaloosa, KS	0KS1	1,000
Stonehenge Airport, Williamstown, KS	71KS	1,000
Threshing Bee Airport, McLouth, KS	41K	1,000

McCarran International Airport

Airport Name	Arpt ID	Alt. (AGL)
Sky Ranch Estates Airport, Sandy Valley, NV	3L2	2,500

Memphis International Airport

Airport Name	Arpt ID	Alt. (AGL)
Bernard Manor Airport, Earle, AR	65M	2,500
Holly Springs-Marshall County Airport, Holly Springs, MS	M41	2,500
McNeely Airport, Earle, AR	M63	2,500
Price Field Airport, Joiner, AR	80M	2,500
Tucker Field Airport, Hughes, AR	78M	2,500
Tunica Airport, Tunica, MS	30M	2,500
Tunica Municipal Airport, Tunica, MS	M97	2,500

Minneapolis-St. Paul International Wold-Chamberlain Airport

Airport Name	Arpt ID	Alt. (AGL)
Belle Plaine Airport, Belle Plaine, MN	7Y7	1,200
Carleton Airport, Stanton, MN	SYN	1,200
Empire Farm Strip Airport, Bongards, MN	MN15	1,200
Flying M Ranch Airport, Roberts, WI	78WI	1,200
Johnson Airport, Rockford, MN	MY86	1,200
River Falls Airport, River Falls, WI	Y53	1,200
Rusmar Farms Airport, Roberts, WI	WS41	1,200
Waldref SPB, Forest Lake, MN	9Y6	1,200
Ziermann Airport, Mayer, MN	MN71	1,200

New Orleans International/Moisant Field Airport

Airport Name	Arpt ID	Alt. (AGL)
Bollinger SPB, Larose, LA	L38	1,500
Clovelly Airport, Cut Off, LA	LA09	1,500

John F. Kennedy International Airport, La Guardia Airport, and Newark International Airport

Airport Name	Arpt ID	Alt. (AGL)
Allaire Airport, Belmar/Farmingdale, NJ	BLM	2,000
Cuddihy Landing Strip Airport, Freehold, NJ	NJ60	2,000
Ekdahl Airport, Freehold, NJ	NJ59	2,000
Fla-Net Airport, Netcong, NJ	0NJ5	2,000
Forrestal Airport, Princeton, NJ	N21	2,000
Greenwood Lake Airport, West Milford, NJ	4N1	2,000
Greenwood Lake SPB, West Milford, NJ	6NJ7	2,000
Lance Airport, Whitehouse Station, NJ	6NJ8	2,000
Mar Bar L Farms, Englishtown, NJ	NJ46	2,000
Peekskill SPB, Peekskill, NY	7N2	2,000
Peters Airport, Somerville, NJ	4NJ8	2,000
Princeton Airport, Princeton/Rocky Hill, NJ	39N	2,000
Solberg-Hunterdon Airport, Readington, NJ	N51	2,000

Orlando International Airport

Airport Name	Arpt ID	Alt. (AGL)
Aruthur Dunn Air Park Airport, Titusville, FL	X21	1,400
Space Center Executive Airport, Titusville, FL	TIX	1,400

Philadelphia International Airport

Airport Name	Arpt ID	Alt. (AGL)
Ginns Airport, West Grove, PA	78N	1,000
Hammonton Municipal Airport, Hammonton, NJ	N81	1,000
Li Calzi Airport, Bridgeton, NJ	N50	1,000
New London Airport, New London, PA	N01	1,000
Wide Sky Airpark Airport, Bridgeton, NJ	N39	1,000

Phoenix Sky Harbor International Airport

Airport Name	Arpt. ID	Alt. (AGL)
Ak Chin Community Airfield Airport, Maricopa, AZ	E31	2,500
Boulais Ranch Airport, Maricopa, AZ	9E7	2,500
Estrella Sailport, Maricopa, AZ	E68	2,500
Hidden Valley Ranch Airport, Maricopa, AZ	AZ17	2,500
Millar Airport, Maricopa, AZ	2AZ4	2,500
Pleasant Valley Airport, New River, AZ	AZ05	2,500
Serene Field Airport, Maricopa, AZ	AZ31	2,500
Sky Ranch Carefree Airport, Carefree, AZ	E18	2,500
Sycamore Creek Airport, Fountain Hills, AZ	0AS0	2,500
University of Arizona, Maricopa Agricultural Center Airport, Maricopa, AZ	3AZ2	2,500

Lambert/St. Louis International Airport

Airport Name	Arpt ID	Alt. (AGL)
Blackhawk Airport, Old Monroe, MO	6MO0	1,000
Lebert Flying L Airport, Lebanon, IL	3H5	1,000
Shafer Metro East Airport, St. Jacob, IL	3K6	1,000
Sloan's Airport, Elsberry, MO	0MO8	1,000
Wentzville Airport, Wentzville, MO	MO50	1,000
Woodliff Airpark Airport, Foristell, MO	98MO	1,000

Salt Lake City International Airport

Airport Name	Arpt ID	Alt. (AGL)
Bolinder Field-Tooele Valley Airport, Tooele, UT	TVY	2,500
Cedar Valley Airport, Cedar Fort, UT	UT10	2,500
Morgan County Airport, Morgan, UT	42U	2,500
Tooele Municipal Airport, Tooele, UT	U26	2,500

(continued on page 14)

Celebrating 30 Years of FAA Aviation News

By Phyllis Duncan, Editor

Most know that 25 years is a silver anniversary, and 50 is golden. Perhaps these same people might recognize ruby as 40 and diamond as 75, but the 30th is not as easily identified. That one is pearl, and the Federal Aviation Administration has been bringing you a pearl for 30 years—the *FAA Aviation News*. Since January 1961 this magazine has been printing pearls (if you will excuse the pun) of aviation wisdom to the aviation public.

In the publishing business, 30 years is a well-respected run. In the past three decades countless magazines have premiered to great hoopla and then found quiet oblivion. Readers can be, by nature, hard to please, but pilots especially expect a lot of aviation magazines—of anything they spend money on. They, like any reader, reflect their pleasure in their renewals or lack thereof. This, then, says something about the appeal of *FAA Aviation News*.

Our nostalgic look back follows this article, where we have reprinted in its entirety and original form the first issue of *FAA Aviation News*. When you compare it with a typical issue, you can see that it has come a long way, indeed. Seeing the premiere issue makes us look back not only to the magazine's beginning but also to how it has changed in 30 years.

What was happening when *FAA Aviation News* debuted in 1961? We had just inaugurated a young President whose promise of a New Frontier for all Americans still inspires us in spite of losing him so tragically two and one-half years later. Television programs then were principally black and white and sanitized, except for nightly news reports on the trial of Adolf Eichmann. Roger Maris hit 61 home runs, Nolan Ryan was still pitching high school ball, and Ken Griffey, Jr. had yet to be born. The Green Bay Packers were the undisputed champions of professional football. The country, but principally the South, began commemorating the Bicentennial of the Civil War, and the Berlin Wall, it was said, would stand forever.

In aviation and space that year, a Presidential task force, in response to a mid-air collision over New York City, recommended the use of transponders in civil aircraft, segregation of all air traffic near busy airports by type of aircraft, positive control of aircraft above 14,500′, and new speed limits on all planes flying below 8,000′. The X-15 flew 4,093 mph, and Max Conrad (see May/June 1982 issue) flew a propeller-driven airplane nearly 30,000 miles in just under nine days. The then two super powers ran the first leg of the "Race for Space" when Yuri Gagarin became the first human to leave earth, followed three weeks later by Alan B. Shepherd.

In 1961 radios in general aviation airplanes were the exception rather than the rule; now we have glass cockpits and heads-up displays in business jets. In 1961 airline jobs were hard to get; now we face a pilot shortage. In 1961 the address of *FAA Aviation News* was "Washington 25, DC." How many of us can remember when there were no zip codes?

Over three decades, *FAA Aviation News,* has had only four editors, almost unheard of in the publishing world where editors' heads generally fall with subscriptions. This low change-over rate has helped us maintain continuity and stability in an industry that is constantly changing and thriving on that change.

FAA Aviation News has changed names and design several times. It has gone from a black and white, four-page, agency newsletter to a two-color, 16-page, subscription magazine. We started in Public Affairs, moved to Flight Standards, and now enjoy the full support of the Accident Prevention Program. We have gone from a staff of 12 who did all writing, layout, and design in-house by hand to a staff of three who contract for artist services and printing. We will soon move back to in-house layout and design by computer. Just as aviation has had staying power throughout all its evolution, so has *Aviation News* evolved and stayed.

Before you say, "It's a government magazine. It can't fail," let me explain. From early on *FAA Aviation News* has been supported solely by its subscribers, relying on them to pay its way. We can justly say it has been one of the most successful of government publications, and it has been successful because its staff never lost sight of our audience. Airmen and their safety have always been our first concern, and sometimes pleasing that audience tasks us. We feel we and the magazine have rarely failed to rise to that challenge. We have printed articles so-called experts have disdained; we printed them because we anticipated pilots would need the information. Conversely, we have rejected articles that were not relevant to our subscribers and felt no qualms in so doing. We will continue to work in that manner; that will not change.

The past three decades in aviation have been exciting beyond compare. Our machines now fly in space; we were only on that threshold in 1961. The remainder of this century and well into the next promise equal excitement and more growth and change. In 2061, maybe we will print a Platinum Anniversary issue, commemorating 100 years of service to our aviation customers. Maybe by then the editorial offices will be off-planet.

See you there. ■

AVIATION NEWS

FEDERAL AVIATION AGENCY

Vol. I, No. 1 | Washington 25, D.C. | January 1961

MODERN ATLANTA ARTCC OPENS

In sharp contrast to the cramped obsolete quarters of the old control room at the Atlanta Airport is this spacious wing of the new $4,000,000 ARTCC at Hampton, Ga., which opened officially last month. The Atlanta Center is the second of FAA's new centers to go into operation. (The first was the Oakland, Calif. facility.) Others scheduled in the current center building program are Jacksonville, San Antonio, Cleveland, Indianapolis, Kansas City, Fort Worth, Chicago, Salt Lake City, Memphis, Minneapolis, Denver, Seattle, Albuquerque and Washington.

FAA REVISES RADIO FREQUENCY PLAN

The Federal Aviation Agency's revision of its Very High Frequency Deployment Plan extends to January 1, 1966, the date when the FAA will implement unrestricted channel assignments using 50 kc. separation. A Technical Standard Order (TSO) will not be adopted as a requirement for communication transmitters and receivers for general aviation aircraft.

Instead of a TSO, FAA said, a guide for general aviation communications equipment manufacturers is under development by Special Committee No. 93 of the Radio Technical Commission for Aeronautics. FCC requirements for transmission stability and quality govern general aviation communications equipment.

Revised Plan

The revised Plan provides for continuing communications service for both VFR and IFR below 24,000 feet on the 100 kc. channels between 118 and 127 mcs. until January 1, 1966 to the extent feasible. It also would continue to provide service on 50 kc. channeling in the 127–135 mcs. band for users with this tuning capability. Starting January 1, 1961, frequency assignments of 50 kc. separation will be progressively implemented below the 127 mc. band on a case by case basis

(See **RADIO** *page 2)*

FLIERS GIVE NEW SERVICE HIGH MARKS

The recently inaugurated Flight Following Service has won the enthusiastic approval of general aviation pilots for whom it was designed.

This new service, which began operating October 15, provides pre-flight and in-flight services comparable to those available to air carriers. It is available to any pilot with two-way radio who files a VFR flight plan. En route, the pilot can request information on local conditions and NOTAMS which the station keeps continuously current. Flight Following augments the work of the 360 FSS which provide weather advisories, forecasts, and other pertinent information.

If a pilot using the Flight Following Service does not report within his ETA, the station expecting him will start a communications search, assuring a prompt search and rescue operation if it should later become necessary.

The fact that watch stations along the route, each within one hour's flying time from one another, are on the alert for a pilot gives him more confidence.

Approvals Voiced

W. B. Fitzgerald, a Denver physician, flying his Cessna Skyland to a Memphis business meeting early in November reported that heavy weather delayed his report to his final watch station. "It was very reassuring to hear the Memphis station calling me," he said. "They gave me up-to-the-minute information and I came in without any trouble."

(See **FLIERS** *page 4)*

Aviation News will be published monthly to acquaint readers with the policies and programs of the Federal Aviation Agency. The editors welcome comments and suggestions.

1961 / 1991 Commemorative Issue

1961/1991 Commemorative Issue

EDITORIAL

"Willing Compliance"

Only a small minority of pilots do not comply with safety regulations. The vast majority, recognizing the importance of safety, do comply. Thus, a policy of weak enforcement amounts to favoritism to the irresponsible few and undermines the benefits of safety achieved by the responsible majority.

Enforcement is merely the tool by which the Federal Aviation Agency tries to obtain compliance with the standards and rules which have been established in the interests of safety. And FAA's underlying philosophy in the area of enforcement can be summed up in a phrase: Willing compliance.

The Congress sought to encourage willing compliance and to insure that this enforcement tool would be used fairly and wisely by carefully protecting individual rights in the Federal Aviation Act of 1958.

Under the Act, the Administrator may amend, modify, suspend, or revoke any airman's certificate or file a civil action. Prior to doing so, however, the law requires that FAA follow certain procedures designed to protect the legal rights of the alleged violator:

- The airman receives notice in writing of the charges and is given an opportunity to reply in writing or be heard in person.
- The airman has the right to reject the Administrator's suggestion of a compromise civil penalty and have the issue determined in court by a judge and jury where the burden of proof rests upon the government.
- In cases involving certificate action, the airman is entitled to a hearing on the merits before a CAB examiner.
- He has further appeal to the full Civil Aeronautics Board.
- He can appeal still further to the U. S. Court of Appeals.
- In every instance, the legal rights of individuals are fully protected; the government has the burden of proof in formal hearings or appeals.

"Willing compliance" seeks to achieve safety once standards have been established. And in promoting safety, FAA is also promoting the progress of aviation in the U.S.

Rules and Regulations

In the future: Safety regulations are going to have a new look. There will be no revision or substantive changes in the regulations themselves, but they will be easier to read and understand, and will be combined into a single simplified unit for easy reference. The project, initiated by the FAA, will take about two years.

* * *

Under consideration: FAA is reviewing comments on a proposed new rule to standardize all flight operations in the airspace below 2,000 feet within a radius of 5 miles of the center of all tower-equipped airports. The proposal calls for: (1) limiting airspeed of these aircraft to not more than 180 miles per hour or the minimum necessary for safe aircraft operation; (2) two-way radio or prior tower takeoff and landing authorizations for NORDOs; (3) specific procedures (speed, clearance, altitude, etc.) for both fast and slow aircraft, as well as helicopters, when operating within the airport traffic area. Objectives: Make terminal areas safer for aircraft operations; reduce aircraft noise affecting local communities.

* * *

Under consideration: November 18 was closing date for comments on proposed major revision of rules on restricted areas. Some major points: (1) designation of a "using agency" for each restricted area which would submit an annual utilization report to FAA; (2) a requirement that the using agency schedule activities and authorize transit within the area whenever feasible; and (3) simplification of the numbering of all restricted areas to make them more easily identifiable.

All comments are being considered before taking final action.

* * *

Reminder: An FAA ruling issued September eased requirements for issuance of flight instructor certificates. An applicant now becomes immediately eligible for a full flight instructor certificate after training five successful candidates for pilot certificates or instrument rating. He previously had to train five candidates and serve one year under his limited certificate before becoming eligible for the full certificate.

FAA reports civil aircraft production numbered 8,672 in fiscal 1960, an increase of 16 per cent over the 7,447 produced in fiscal 1959. Dollar value reached an all time high of $1,216,000,000, an increase of 113 percent over the $572,000,000 of the previous year.

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RADIO—(*Continued from page 1*)

as may be required for both terminal and en route services. However, until January 1, 1966, 50 kc. channel assignments will in most cases be installed in the high density traffic areas.

The Plan provides that starting in 1966 unrestricted assignments using 50 kc. separation will be implemented for all communications as may be dictated by air traffic control considerations.

50-Kc. Equipment Beneficial

The FAA made it clear that the plan provides for VFR communication services from airport traffic control towers and Flight Service Stations on the 100 kc. channels to accommodate limited equipment aircraft to the extent feasible. It was pointed out that the pilot with communication equipment not capable of 50 kc. channeling throughout the 118–135 mc. band will, in some cases, find himself operating in an increasingly difficult radio communications environment due to his inability to tune appropriate ATC channels and to reject interference from adjacent frequencies as the 50 kc. assignments are implemented.

The revised Very High Frequency Deployment Plan evolved after numerous meetings with the General Aviation Council and a general meeting with representatives of the aviation industry. FAA considered industry suggestions in preparing the revised Plan and believes it more closely achieves the objectives of both the air traffic control system and the users.

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IMPROVEMENTS NOTED UNDER MEDICAL EXAMINER PROGRAM

The rapid increase in the number of designated Aviation Medical Examiners—a jump of more than 50 per cent in five months—has resulted in a better geographical distribution of examiners and a marked improvement in airmen's examination reports which were returned to the Agency.

"Numerically, we are in a relatively good position," said Dr. James L. Goddard, Civil Air Surgeon, "but we recognize that we still have some problem areas. In those areas where we have poor geographic distribution, we are trying to fill the gaps."

"There should be no delays under this new system," Dr. Goddard continued, "since the Aviation Medical Examiners are now empowered to issue or deny certificates immediately following the examination."

Errors Reduced

With the list of medical examiners now past the 4,000 mark (see chart), a survey of all medical forms returned in recent weeks shows that fewer than 3 percent had to be returned for corrections. Before the Aviation Medical Examiner system was resumed in June 1960, the number of faulty medical forms in Class III ran about 20 percent.

"This improvement," stated Dr. Goddard, "can be directly related to FAA's new system which provides proper direction and more effective supervision of medical examiners."

Moreover, he went on, by getting accurate information on medical forms at the outset, we can collect reliable data which should lead to further improvements in the entire medical program of benefit to airmen.

Excessive Fees Barred

When asked about cases of overcharging, the Civil Air Surgeon stated that "FAA will not stand idly by and ignore any abuse of recognized fee practices. If any Aviation Medical Examiner overcharges, FAA will take appropriate action if the case is brought to our attention."

Dr. Goddard added that the examiners, a significant proportion of whom have experience as flight surgeons and/or pilots, take a keen interest in their work which utilizes both their aviation and medical training.

Under this medical procedure, designated examiners are responsible for maintaining detailed knowledge of published standards, periodic directives and the FAA manual of instruction. In addition, they must possess the equipment and facilities necessary to carry out the prescribed examinations.

Appeal Procedures

An additional outgrowth of the medical procedures is a new system of appeals: One part provides for thorough review; the other provides machinery for exemption from regulations.

An applicant who is denied a certificate by an Aviation Medical Examiner may petition the Civil Air Surgeon for reconsideration by the Medical Review Board. The applicant may present his appeal in an informal letter, appear in person, or be represented by counsel.

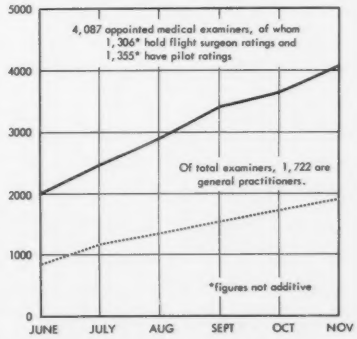
If this review results in denial of certification, the applicant has two courses. He may petition the CAB (first to a hearing examiner; then, upon appeal, to the entire Board) for a review of the denial of certification. Otherwise, if he recognizes that he is disqualified under the medical standards, he may petition the Administrator for exemption from the standards.

At this point his petition for exemption will be referred to the Medical Advisory Panel—a group of nationally-recognized, nongovernment medical specialists—which recommends to the Administrator whether or not an exemption should be granted.

When these administrative procedures have been exhausted, an applicant then has recourse to the normal appeal machinery of the Federal courts.

Dr. Goddard said that taken as a whole, the Aviation Medical Examiner program will provide a more efficient system that will benefit all concerned.

AVIATION MEDICAL EXAMINERS



1961/1991 Commemorative Issue

1961 / 1991 Commemorative Issue

NAVAIDS, ATC PROGRAM TO HELP GENERAL AVIATION

General aviation will benefit significantly from the current air navigation and air traffic control improvement program of the Federal Aviation Agency. In the $163 million program, 8 of the 13 airport control towers to be added will be placed at airports designated solely for general aviation.

Moreover, even those improvements and facilities of the Federal Airways System designed primarily for air carriers and the military benefit general aviation, since the facilities exist for all aviation to use.

Major items in the program are long range radar, improved ARTCC's, airport traffic control towers, radio communications equipment, approach lights for airports, instrument landing systems for bad weather approaches and improved teletype systems to relay weather information.

General Aviation landings and takeoffs in 1959 accounted for 57 percent of the total operations at airports having FAA control towers. Most of the airport improvements in the program, such as approach lights, are at these fields which serve this majority of general aviation flights.

The following new facilities of interest to general aviation (specific locations subject to some change) are planned:

Airport traffic control towers at an average cost of $160,000 will be established at:

Alton, Ill., Dallas (Addison), Decatur (DeKalb-Peachtree), Ga., Islip, N. Y., Minneapolis (Crystal), Minneapolis (Flying Cloud), San Diego (Gillespie), San Diego (Montgomery).

An Instrument Landing System (approximate cost: $269,000) will be installed at:

Cincinnati (Lunken).

At an approximate cost of $36,000, FAA will establish sequenced flashing lights on an existing high intensity approach lighting system at:

Bedford, Mass.

At an approximate cost of $26,000, additional threshold lights will be installed at:

Burbank, Calif.

At an average cost of $104,000 each, very high frequency omniranges (VOR) will be installed for approach to airport at:

Decatur, Ala., Milwaukee (Timmerman), Minneapolis (Flying Cloud), San Antonio (Stinson), Santa Monica, Calif., Shreveport (Downtown).

At an average cost of $14,400 each, Weather Bureau teletypewriter service is to be installed at one new location (indicated by an asterisk) while improved FAA equipment will replace leased equipment at other locations:*

Appalachicola, Fla.*, Clayton, Mo., Eureka, Calif., Sault Ste. Marie, Mich.

The Alaska teletypewriter circuit covering 43 installations will be modernized with 100 word-per-minute machines at an average cost of $60,000:

Anchorage, Angoon, Aniak, Annette, Bethel, Bettles, Big Delta, Cordova, Duncan Canal, Fairbanks, Farewell, Galena, Gulkana, Gustavus, Haines, Hinchinbrook, Homer, Iliamna, Juneau, Kenai, King Salmon, Kodiak (Woody Island), Kotzebue, McGrath, Middleton Island, Minchumina, Moses Point, Nenana, Nome, North Nenana, Northway, Point Barrow, Rogers Point, Sisters Island, Sitka, Skwentna, Summit, Sunset Cove, Talkeetna, Tanana, Unalakleet, Kakataga, Yakutat.

Two Flight Service Stations will be established at:

Hibbing, Minn. (cost: $89,500) and at Fort Yukon, Alaska (cost: $373,100).

FAA will consolidate (Average cost: $86,000) the control of 11 Flight Service Stations. Service will be remoted to the location given in parentheses:

Battle Mountain, Nevada (Elko, Nev.), Bryce Canyon, Utah (Cedar City, Utah), Drummond, Montana (Missoula, Montana), Dubois, Idaho (Idaho Falls, Idaho), Dyersburg, Tennessee (Jackson, Tenn.), Eagle, Colorado (Grand Junction, Colorado), Hanksville, Utah (Grand Junction, Colorado), La Grange, Georgia (Anniston, Ala.), Lamoni, Iowa (Des Moines, Iowa), Otto, New Mexico (Albuquerque, N. M.), Phillip, South Dakota (Pierre, S. D.).

An extended instrument runway and a parking and refueling apron will be built at:

Cold Bay, Alaska, at an estimated cost of $1,687,000.

FLIERS—(*Continued from page 1*)

K. G. Paddock, returning to Denver from a charter flight to Omaha in a twin-engine Beechcraft, declares he would have missed his chance to vote in the Presidential election except for the Flight Following Service. A storm moving in on Denver over his original route might have forced him to cancel; certainly he would have been delayed. However, because he knew what was ahead, he was able to change his flight plan and get home before the polls closed.

J. F. Putnam of Utilities Service Corporation, Atlanta, who uses a Bonanza in his business, says the Service makes a great deal of difference to him when flying at night, giving him more confidence than he otherwise enjoys in such circumstances.

Safety Enhanced

From the far west, in the San Francisco area, the story is repeated. James T. Nieukirk, a corporate pilot of long experience who flies a twin-engine Lockheed Lodestar, volunteered the information that in the mountainous country where he did most of his flying things were going to be better for him this winter. "Makes for safety, ease of mind," he said. Says R. W. Lane, business pilot: "Makes the whole flight look better . . . more confidence getting started."

Kamil A. Skappa, who took his Cessna 172-single engine airplane from New York to Oakland via New Orleans observes: "Could not have made the flight so comfortably without this Service. Never had any doubt as to whether I should stay or go and was able to enjoy the trip."

At the Washington, D.C. Station, which averages 65 to 70 flight plans every day, the response was the same. "Now that we have it, how did we get along without it?" is the attitude of even the most seasoned veterans.

"PIREPS" Contribute

Pilots themselves are contributing a great deal to the success of the Service by reporting the weather aloft. These reports, known as "PIREPS," are broadcast immediately if conditions are hazardous. If routine they are included in the summaries made 15 and 45 minutes past the hour by all Flight Service Stations, and cranked into the tapes updated every hour and broadcast around the clock.

Award Winners

by Louise Oertly,
Associate Editor

On October 31, the winners of the 1990 General Aviation Maintenance Technician and the General Aviation Flight Instructor of the Year Awards were recognized by the FAA for their exemplary work and rewarded by the general aviation industry with cash gifts and aviation equipment valued at several thousand dollars. An FAA/Industry panel of experts selected both winners for their contributions and dedication to general aviation.

1990 CFI of the Year

Sandra Provenzano, CFI of the Year, receives her award from FAA Administrator James Busey.

Flight Instructor of the Year Award winner Sandra Provenzano of Houston, TX, comes by her love of aviation honestly – her father was a pilot. She started her aviation career in 1968 at a fixed base operation. However, she soon outgrew her administrative position as she progressed in her flight training and eventually served as Chief Flight Instructor and Chief Pilot for the same FBO. To more effectively develop the scope of her interests in aviation safety, education, and flight training, Ms. Provenzano formed her own company, Aviation Training Consultants, Inc., in 1983.

As an airline transport certificated pilot, Gold Seal flight instructor, ground instructor, FAA written test examiner, and FAA pilot examiner with more than 7,000 flight hours, including more than 3,800 instructional hours, her advice and counsel is sought by many aviation groups. She is often invited to be a guest speaker and recently formed an aviation speakers bureau to help fill the need for more aviation speakers in the Houston area.

Ms. Provenzano has supported the aviation industry's and the FAA's safety programs for many years and served as a volunteer FAA Accident Prevention counselor since 1977. In fact, in 1984 she was honored as the FAA Accident Prevention Counselor of the Year.

During her 18-year flight instructor career, Provenzano has made many significant contributions to aviation in the Houston, area. She originated the idea for the Greater Houston Association of Flight Instructors and has served both as its past president and in other positions. Next year, she will once again serve as the president of the association which is dedicated to increasing the professionalism of its members and promoting general aviation in the Houston area. She is also actively involved with the recertification of the association's flight instructors.

Her community involvement includes being the assistant chief flight instructor for a company that works with the San Jacinto Community College Pilot Development Program. The program trains aspiring pilots with no flight experience to a level that can qualify them as copilots in a commuter operation.

As a dedicated teacher interested in aviation safety, she tries to make difficult or complex aviation material enjoyable when she teaches. She theorizes that if it is enjoyable students are going to remember it. In this case they remembered her, and she deservingly won the 1990 CFI of the Year Award.

1990 AMT of the Year

Administrator Busey presents Robert E. Arnold his AMT of the Year award for 1990.

The outstanding maintenance technician, Mr. Robert E. Arnold of Gasport, NY, has always been interested in aviation, but it was only after he received his private pilot's license that he discovered he enjoyed working on the aircraft as much, if not more, as flying them. It was a decision he has never regretted.

In June 1943 he received his first certification as a mechanic, and since that time he has added A & P, DAMI, IA, and DME to his impressive list of accomplishments. His most satisfying, however, was realizing his dream to own and operate an airport. After years of hard work and saving, his dream came true 35 years ago. He transformed, with the help of friends, an 85-acre farm plot into an airport of his own design. Royalton Airport now includes two runways, one asphalt strip 2,800 feet long and the other a grass strip 1,800 feet long; an FBO; 20 hangars, plus tie-down areas; a well-equipped and functional maintenance shop; and an instrument calibration area.

Also on the airport are two certificated repair stations which Mr. Arnold owns and operates. One of these, TRT Engineering, evolved from his problem-solving nature. As the owner of a small airport he knows the financial limits on the type of equipment and number of personnel he can afford. To help the small airport owner he and his staff have developed such items as a fuel management system that eliminates the need for a 24-hour attendant. A coded user's card automatically turns on the fuel and records the quality for billing purposes. Another item is a medium intensity strobe system that not only lights the runway and indicates landing direction and the presence of crosswinds—courtesy of a remote sensor—but also is affordable. Of course his devices are not just for airports. He has also developed long-wearing, stainless steel disc brakes which he believes are the only ones (stainless steel) to receive a FAA TSO approval. When he develops an item, safety, longevity, and affordability are some of his prime concerns.

Mr. Arnold feels that education is an ongoing thing, he has been teaching since 1949, and he is also still learning. To be efficient in his job, he has to understand today's technology which has changed drastically from when he first started out. He also feels that "mechanics should know how to fly to have a better understanding of the machine they are working on." Safety through maintenance is the paramount responsibility of each and every aviation maintenance technician.

After nearly 60 years in aviation, Mr. Arnold is still active and, at the age of 80, has no plans to retire. To retire is to give up what he loves to do and he is not ready to do that yet. ■

The FAA and Industry:
Partners for Progress & Safety

by Louise Oertly,
Associate Editor

Although the Federal Aviation Administration has been in existence under a variety of names since 1926, its mission has been steadfast through its 65-year history: to ensure the safe and efficient use of the nation's airspace, to foster civil aeronautics and air commerce in the U.S. and abroad, and to support the requirements of national defense.

As the FAA has evolved over the years so have other aviation organizations. At last count there were over 130 aviation associations/organizations, and this does not include the various state aviation commissions and local associations. They come in a variety of shapes and sizes, with some only for certain airplanes (i.e., Cessna Skyhawk Association, Cub Club, and American Bonanza Society), aircraft (i.e., Lighter Than Air Society, Balloon Federation of America, and Helicopter Association International), pilots (i.e., 99's, Air Line Pilots Association, and Seaplane Pilots Association), and professions (Flying Funeral Directors of America, National Association of Priest Pilots, and National Association of Flight Instructors). History, maintenance, military, you name it, and they are all covered and have a common goal—to promote aviation and serve airmen in their own way.

Despite the belief of many people that the major purpose of these organizations is to influence FAA policy or to lobby Capitol Hill, some would be surprised to learn that the FAA and industry organizations many times work together on many fronts to promote the best interests of aviation participants and airspace users. The annual Flight Instructor and Maintenance Technician of the Year Awards is one such example—the 1990 sponsors were AOPA Air Safety Foundation, General Aviation Manufacturers Association (GAMA), National Business Aircraft Association (NBAA), and FAA (see page 14). Over the next several issues we will be highlighting various aviation organizations, focusing on the safety-oriented services they offer airmen and how they work with FAA. As there are nearly 200 organizations we might not get to everyone, but we will do our best.

The next issue features the Aircraft Owners and Pilots Association. ■

(continued from page 7)

Tacoma International Airport

Airport Name	Arpt ID	Alt. (AGL)
Firstair Field Airport, Monroe, WA	WA38	1,500
Gower Field Airport, Olympia, WA	6WA2	1,500
Harvey Field Airport, Snohomish, WA	S43	1,500

Tampa International Airport

Airport Name	Arpt ID	Alt. (AGL)
Hernando County Airport, Brooksville, FL	BKV	1,500
Lakeland Municipal Airport, Lakeland, FL	LAL	1,500
Zephyrhills Municipal Airport, Zephyrhills, FL	ZPH	1,500

(Effective until the establishment of the Washington Tri-Area TCA or December 30, 1993, whichever occurs first) Washington National Airport and Andrews Air Force Base Airport

Airport Name	Arpt ID	Alt. (AGL)
Barnes Airport, Lisbon, MD	MD47	2,000
Bay Bridge Airport, Stevensville, MD	W29	2,000
Castle Marina Airport, Chester MD	0W6	2,000
Davis Airport, Laytonsville, MD	W50	2,000
Freemont Airport, Kemptown, MD	MD41	2,000
Kentmorr Airpark Airport, Stevensville, MD	3W3	2,000
Montgomery County Airpark Airport, Gaithersburg, MD	GAI	2,000
Waredaca Farm Airport, Brookeville, MD	MD16	2,000
Aqua-Land/Cliffton Skypark Airport, Newburg, MD	2W8	1,000
Buds Ferry Airport, Indian Head, MD	MD39	1,000
Burgess Field Airport, Riverside, MD	3W1	1,000
Chimney View Airport, Fredericksburg, VA	5VA5	1,000
Holly Springs Farm Airport, Nanjemoy, MD	MD55	1,000
Lanseair Farms Airport, La Plata, MD	MD97	1,000
Nyce Airport, Mount Victoria, MD	MD84	1,000
Parks Airpark Airport, Nanjemoy, MD	MD54	1,000
Pilots Cove Airport, Tompkinsville, MD	MD06	1,000
Quantico MCAF, Quantico, VA	NYG	1,000
Stewart Airport, St. Michaels, MD	MD64	1,000
U S Naval Weapons Center, Dahlgren Lab Airport, Dahlgren, VA	NDY	1,000

Quotams

The National Accident Prevention Program is supported in a variety of ways by the Accident Prevention Program Managers (formerly known as Accident Prevention Specialists or APS's) in the regions. They are well-known for organizing pilot meetings and seminars. Several even publish newsletters for pilots in their district.

The following is from one such newsletter, which was jointly sponsored by the Maryland Department of Transportation—Maryland Aviation Administration and the Baltimore Flight Standards District Office. Gary Spenser Livack has since moved on to the Flight Standards' Technical Program Division at FAA headquarters, but when he was the APS at Baltimore FSDO he wanted to share this article with fellow pilots in the hopes that everyone can learn from another's mistake. As one pilot wrote: "It can't happen to me ... wrong!"

For those of us who fly, we all occasionally make mistakes. No one is perfect, but we *can* learn from our own mistakes, and the mistakes of others. We *can* find ways to do things better. Hindsight is truly 20-20! With the help of NASA's monthly Aviation Safety Reporting System (ASRS) publication entitled, *Callback,* we have attempted to bring you some of the better "gems" of insight made by pilots and controllers in recent years. It seems that reports of routine (and not so routine) incidents often contain brief comments that can be instructive *entirely* in themselves.

On descending to a specified, assigned altitude ... pilot stated, "Maybe it was a bad airplane—it *always* overshot by 400 feet."

"I believe the primary cause of my failure to hear the gear warning horn is that I routinely wear a headset with close-fitting 'muff-type' earpieces." (P.S. There *are* other alternates to ensure that the gear is down such as gear-down lights, use of a checklist, etc.)

"Upon return from a crosscountry flight I got involved with too many things and I forgot to cancel my flight plan."

"I thought I had removed all the water during preflight."

"The biggest single cause was, likely, fatigue. So, by the time I climbed into the plane I had set myself up real good. Not for flying but for goofing! I now realize that I am not invulnerable."

CALLBACK

NUMBER 139 *from* **NASA's AVIATION SAFETY REPORTING SYSTEM** **DECEMBER 1990**

The Paper Chase

ASRS reports from air carrier pilots suggest that a new piloting skill is needed nowadays—the ability to dig through piles of computer printouts and other flight documentation and come up with the right numbers, routes, and configurations.

At times flight crews can get lost in a paper blitz. An illustrative report from a Captain flying in Europe, who used the wrong departure plate to brief his crew:

• *During our departure, radar asked why we had turned early...As Captain of this flight, I accept full responsibility for this deviation from our clearance...[But] I and other pilots are concerned about the amount of information presented to us for the operation of our flights.*

For the flight prompting this report:

- *Over 30 feet of computer printout, including 38 navigation waypoints—later to be revised enroute. (I was even re-routed through a restricted area in which ATC could not guarantee we would not be fired upon without warning. I refused the reroute);*
- *37 pages of information, departures, arrival, and approach plates;*
- *41 separate departure depictions;*
- *Two European airports have procedures and information that make up a small volume of 89 pages;*
- *The 25-lb. flight bag I carry contains 5 volumes of information in a constant state of revision.*

Too much information can cause important items to be overlooked—lost in the maze of print. Important items...should be concise and printed so as to be easy to read—especially at night.

To avoid last-minute paper chases, some experienced pilots "script" the most important flight information—estimated time of flight, estimated fuel burn, expected departure routing, etc.—well in advance of a departure (the night before, for example). This exercise provides a review of likely trip scenarios, and can help pilots detect deviations from expected procedures when these do occur.

Now a domestic version of paper troubles:

• *ATIS [reported] weather 2000 overcast, 5 miles visibility, ILS out of service, expect NDB Runway 16R. We took vectors to NDB final and reported by the final approach fix. At approximately 1000 feet MSL, still IMC, we asked Tower for current weather conditions. Tower advised weather was 700 feet broken, 2 miles visibility in fog. We continued and saw the runway at about 700 feet MSL and completed a normal landing. On the ground, Ground Control requested we call them...On the phone, Tower controllers told the Captain that they thought our company flight manual restricted us to 1000 feet and 3 miles for NDB approaches. We checked the manual and found the Tower was correct...None of us knew of the requirement for NDB approaches...Contributing factor: The company may have failed to...highlight a very important new requirement by just dumping it in a 200-page change...*

Most companies do attempt to highlight additions and changes in flight documentation. In any case, these revisions are "must review" items for the flying pro.

Let There Be LIGHTS

From time to time, CALLBACK brings you safety suggestions submitted by readers. We'd like to share with you one such letter we received recently. The writer's recommendation —more extensive use of landing lights by small airplanes—is not new, nor is it entirely without drawbacks for the pilots of smaller craft. Yet some pilots may want to consider this method of making their planes more visible, not only for collision avoidance, but to help ATC identify them in the Airport Traffic Area:

As an air carrier Captain for one of our "mega-carriers" as well as an ex-small airplane pilot, I know how difficult it is to see small traffic. In fact we often don't ever see much of the small traffic called to us. I also know that the landing lights are rarely used by small airplanes except for seeing the runway for landing...

All major air carriers, many corporate operators, and many other high performance aircraft make extensive use of landing lights, not just for landing, but at all times below 10,000 feet. This operating practice makes those aircraft more visible by a factor of ten or more, day and night.

...The most effective and economical anti-collision device ever invented is already installed on 99% of all aircraft! It is...the landing light. *Pilots must be taught to use the landing light...at all times in the terminal area, and even in cruise in congested regions...*

There *are* a few drawbacks: landing lights on small airplanes may burn out quickly with continual use. Also, some small planes have lights mounted on retractable nose gear. Even so, pilots' judicious use of landing lights may indeed increase aircraft visibility in high activity traffic areas.

ASRS RECENTLY ISSUED ALERTS ON . .
Reported need for rudder trim guard on a jet
Crew illness due to cockpit insecticide application
Damage to a jet's horizontal stabilizer by gear door
Weather balloon collision hazard in peak traffic areas
Issuance of wide ILS intercept angles by an ATC facility

A MONTHLY SAFETY BULLETIN
from
THE OFFICE OF THE NASA
AVIATION SAFETY
REPORTING SYSTEM,
P.O. BOX 189,
MOFFETT FIELD, CALIFORNIA 94035

OCTOBER 1990 REPORT INTAKE	
Air Carrier Pilots	2163
General Aviation Pilots	852
Controllers	80
Cabin/Mechanics/Military/Other	0
TOTAL	3095

"The engine stopped—cause: Fuel stolen from airplane since last used. Do a thorough preflight inspection."

"Cause of this event was a full moon, plus a distracting problem."

"Controller apologized for the mix-up, claiming he had just relieved another controller and was told we had been cleared for the approach."

"I'm sure I will do something else just as dumb in the future—but it won't be the same thing."

"The primary cause of this accident is administrative. I should have never been graduated from flight school."

"What we thought was a large airliner far out was, in fact, a light twin close in."

"On scanning for traffic—just because you see one, it doesn't mean there aren't others."

"On takeoff the aircraft tail was struck by the runway."

"I feel that weather was a major factor in this accident. The warm sun made me sleepy."

"This accident could have been avoided if someone had reminded me to put the wheels down."

"This accident would not have happened if I had overslept as I usually do."

"Confession is not only good for the soul; it's also good for the flying."

"Apparently we suffer 'mind-set' from an expected clearance."

"Ground control called us and said we had crossed an active runway without a clearance. I believe this incident occurred because I did not take enough time studying the airport (runway/taxiway diagram) page before starting to taxi."

"The weather became more interesting than flying the airplane."

"I learned a very valuable lesson and that is not to over-estimate your physical and mental fitness for flight."

"The last leg of a trip must be flown as is the first leg, or it may be the last leg of a career."

"I have told many first officers that this is a two person crew, not two people taking turns flying solo."

"I think that it was just so beautiful outside the aircraft that I just didn't pay close enough attention (to the clearance)."

"I have learned that all these wonderful innovations cannot replace old-fashioned airmanship."

Pilot overshot climb. Lesson: "It pays to think ahead, but in this case we should have been watching the present closer."

"My inadvertent tuning to the wrong VOR could have been caught by first identifying the station after tuning." (We agree!)

"Pilots should be very alert to compass precession during long taxi periods when they are generally not looking at their flying instruments. A close check should be made right before takeoff to insure that everything is in order."

"Clearance given correctly, copied, correctly, read back correctly, but *flown* incorrectly."

"I was pilot-in-command. What I did not know, however, was that the warning horn circuit breaker was pulled by the engineer without his advising me of such action."

"We were about 70 miles off course. The copilot was telling war stories (he had been a fighter pilot) and wasn't paying attention to his job."

"The controller issued an unreasonable clearance and was advised that the clearance would not be followed." (That, too, is a pilot prerogative!)

"On long flights have *two pilots* or, as a minimum, relax at fuel stops."

"I wanted to confirm the clearance but could not get through."

"I thought the parking brake was set. The throttle was just *barely* cracked."

"My perceptions and actions were definitely influenced positively by the training I've received. After realizing I had a failed engine, I automatically went through the procedures I was trained to do."

"Given a choice between an altitude deviation and a midair collision, I will always choose the altitude deviation."

"There is really no absolute or easy excuse for two professional pilots to takeoff without first checking for required fuel."

"Thanks to my safety pilot for his keen observation. This just proves that four eyes are better than two."

"After being cleared for the visual, our final approach controller failed to turn us over to the tower and we failed to contact them until after clearing the runway."

Controller to pilot: *"Are you VMC?"* Pilot to controller: *"Negative, we're about 10 knots faster."*

"I guess if everything is going along smoothly something *must* have been overlooked."

"Nose gear would not retract on takeoff. Returned for landing. Removed nose gear pin. Gear retracted normally."

Leveled off at the wrong altitude en route—"The cause of this situation was a *failure* of a proper challenge response communication procedure between the flight crew and the tower."

"The mistake was entirely mine. Luckily, the controller was paying closer attention."

"I had taxied into a gray airplane on a gray ramp on a predominantly gray day."

"The gear-up landing was caused by the pilot apparently failing to lower the gear."

"I will never push weather again as long as I fly."

"Pilot did not carry his private license or medical certificate because it was getting wrinkled in his wallet."

"Captain said, *'Take off power,'* so I did. Captain says, *'Feather four.'* Copilot responded, *'All at once, sir?'* Last the Captain said, *'Feather one.' 'Which one?'* said the copilot."

"The pilot should listen better, but so must the controller."

"What is the value of readbacks if no one on the other end is listening?"

And finally, "Grieving over past occurrences will not improve the current state of events. Learning from them will." ■

EDITOR'S NOTE: *FAA encourages your participation in NASA's ASRS program. It is intended to create a database of actual or potential discrepancies and deficiencies involving aviation safety. Additionally, the filing of a timely ASRS report may provide relief from certain FAA enforcement actions. For details see FAA Advisory Circular 00-46C, "Aviation Safety Reporting Program," (Free from DOT, M-443.2, Washington, DC 20590) and the article, "Whistle Blowing for Airmen," in the November/December 1982 issue of* FAA General Aviation News.

If you wish to receive a complimentary free copy of NASA's monthly bulletin, Callback, *write to: Editor, NASA's Aviation Safety Reporting System, P.O. Box 189, Moffett Field, CA 94035.*

CAMP DAVID PROTOCOL

Pilots flying in, around, or through the Hagerstown, Maryland, area must be alert for the prohibited area, P-40, at Thurmont, MD. P-40, about 11 nautical miles east of the town of Hagerstown, protects the airspace over Camp David, the President's weekend retreat.

Recently several pilots have been cited for violating either P-40 or the overlying restricted area, R-4009. P-40's altitude is from ground level to but not including 5,000 feet mean sea level (MSL) R-4009's altitude restriction is from 5,000 feet MSL to 12,500 feet MSL.

The problem may be that pilots are not "seeing" the restricted area overlying the prohibited area up to 12,500 feet MSL. Both areas are operational on a continuous basis. Pilots may request permission to transit R-4009 through Washington ARTCC. Washington Center can authorize pilots to transit the restricted area when conditions permit.

The Washington VFR Terminal Area Chart's expanded scale makes it very easy to identify and avoid both areas. The FAA and the U.S. Secret Service treat any penetration of the two airspaces very seriously. ■

DON'T BE FUELISH--PLAN FOR SAFETY

"Airlines Shed Weight To Conserve on Fuel" read a recent newspaper headline. The story told how airlines were trying to cope with the high cost of fuel. From removing ashtrays to parking inefficient airplanes to using unpainted aircraft to using ground power to avoid using the aircraft's systems and fuel, the airlines are fighting to save fuel and reduce costs. The story has not been lost on general aviation.

General aviation is also paying increased fuel costs for some of the same reasons the airlines are. The problem is as pilots try to reduce fuel costs, they may try something that can either hurt themselves or others.

All pilots can try to operate as efficiently as possible by following their aircraft manufacturer's operating procedures. Examples include using proper leaning techniques, flying the optimum altitude to take advantage of favorable winds aloft, or minimizing the effects of unfavorable winds, and ensuring the aircraft is performing to specifications. Another way is to share a flight with another pilot and share the expenses. Both get to fly at half the cost.

One safety problem pilots should avoid is trying to fly without adequate fuel reserves. Over the years pilots have either run out of fuel in flight or on the taxiway trying to conserve fuel. Some tried to save weight and money by flying with only the minimum fuel needed for the flight. Then a problem developed, and they did not have enough fuel for a safe flight. Others departed with less than full tanks hoping to find cheaper fuel at their destination. In many cases the fuel cost more. In either case, whether trying to save weight, or find cheaper fuel, the risks to the passengers and aircrew were not worth the money saved. Pilots should read the FAA Accident Prevention Program's pamphlet, "Time in Your Tanks," or see the film. The pamphlet, FAA-P-8740-3, (available free from your local FSDO) discusses the importance of adequate fuel and how fuel equates to time aloft.

So as everyone tries to save money, don't become a victim. Carry adequate fuel, know how much time you have in your tanks, and land before you run out of both time and fuel. The life you save may be your own. ■

CUSTOMS PROCEDURES

Recently a pilot was fined for violating U.S. customs procedures when returning from a flight to Canada. The pilot had filed a flight plan with the notation "ADCUS" (advise customs) in the remarks section of the flight plan, but Customs never received notification of the pilot's arrival. As a result, the pilot was charged with violating U.S. Customs regulations and given a heavy fine. The pilot was able to have the fine reduced, but it was an expensive lesson that other pilots should not have to learn the hard way.

All pilots entering the United States have to comply with U.S. Customs regulations. The FAA's International Flight Information Manual (IFIM) outlines the various requirements that pilots must comply with. One of those requirements is that all pilots of private aircraft (i.e. not transporting passengers or cargo, or both, for hire) returning to the United States must provide advance notification to Customs in time for the required inspectors to be available to meet the aircraft. Normally during working hours the minimum notification time is one hour. More advance notification may be required during other times.

The notification of arrival must include the type of aircraft and registration number, name of aircraft commander, number of alien passengers, number of U.S. citizen passengers, place of last foreign departure, estimated time and location of crossing U.S. border or coastline, name of intended U.S. airport of first landing, and estimated time of arrival. The IFIM outlines the requirement for aircraft entering the United States to either land at a designated international airport of entry or, if prior approval is obtained from Customs, to land at a landing rights or other airport.

The IFIM states, "Private aircraft arriving from Canada or Mexico may request that advance notice of arrival to Customs officers be included in the flight plan to be transmitted to an FAA facility which is filed in those countries if destined to an airport in the U.S. where flight notification (ADCUS) service is available. An 'advise Customs' (ADCUS) message in the remarks section of the flight plan consists of the word ADCUS followed by the pilot's name and number of persons on board (POB) with a notation of the number of non-U.S. citizens (i.e., ADCUS John Doe 5 POB 2 NON)." The IFIM notes that relaying the Customs notification through the FAA is not as timely or as reliable as direct communication with Customs. IFIM recommends that if possible, pilots attempt to call Customs directly. It states it is the pilot's ultimate responsibility to ensure Customs is properly notified, and the failure to do so may subject the pilot to penalty action which is what happened to the pilot returning from Canada.

The IFIM lists special requirements for private aircraft entering the United States via the U.S./Mexican border or the Pacific Coast

CUSTOMS PROCEDURES

(continued from page 17)

from a foreign place in the Western Hemisphere south of 33 degrees north latitude and between 97 degrees and 120 degrees west longitude. Special requirements also exist for aircraft entering the United States along the Gulf of Mexico and Atlantic Coasts from a foreign place in the Western Hemisphere south of 340 degrees north latitude. They all must notify Customs no later than one hour before entry of their notice of intended arrival. The notice remains valid, if the aircraft arrives within 15 minutes of its estimated time of arrival. The required notification can be made up to 23 hours in advance. Notification can be by radio or telephone, through the FAA, or by other means to Customs.

To help pilots returning to the United States, the IFIM, in addition to providing detailed guidance pilots must follow when departing and returning to the United States, also provides a list of airports of entry by state. The state information includes location, name of airport, its identification code, telephone number, whether or not Customs Flight Notification Service is available, and special arrangements available, such as fees, hours, special communication requirements, etc.

The IFIM recommends pilots call Customs directly to discuss arrival information. A direct call to Customs eliminates possible delays and any misunderstandings that might occur when other people pass information from one agency to another.

When it is not possible to contact Customs directly, a pilot can indicate in the remarks section of a flight plan a request that Customs be notified of the flight's arrival plans. The pilot simply uses the term "ADCUS" to request the service. The FAA facility handling the flight plan will then notify Customs at the airport of entry if the airport has ADCUS service. Not all airports of entry have ADCUS service available. A pilot departing a country or remote area where it is impossible to file a flight plan can radio the nearest en route domestic or international FAA Flight Service Station (FSS) and file a flight plan in flight requesting Customs notification. If the pilot filing an airborne flight plan does not include the "advise Customs" request when contacting the FSS, the FAA assumes the pilot has made other arrangements, and the FAA will not notify Customs.

Pilots flying from the continental United States or Alaska into remote areas of Canada can make prior arrangements with Customs for their return. It is, however, the pilot's responsibility to make the arrival time, and by filing an assumed departure flight plan, ensure search and rescue services will be alerted if the aircraft fails to arrive at the designated time.

As noted, a pilot's failure to comply with the various Customs regulations and instructions in the IFIM can result in the pilot's loss of time and money as the pilot returning from Canada found out. All pilots should review the Custom regulations and instructions in the IFIM to ensure a safe and enjoyable cross-border flight.

For pilots planning to fly to other parts of the world, the IFIM also provides critical flight information for flights outside of the United States. The IFIM lists unique requirements for the various countries around the world. As it notes, in some parts of the world, an aircrew's failure to comply with certain flight procedures can be fatal. ■

DATA LINK IFR CLEARANCES

The FAA is testing a system that may someday save the single-IFR pilot from what many consider the hardest part of flying IFR. That portion of the flight that begins with a call that starts with, "November 123 are you ready to copy?"

No IFR pilot is ever ready to copy a departure clearance, especially when you are the only pilot aboard, and the weather is horrible. So what do you do? You stop trying to get organized, stop doing the checklist, start looking for a pen and the microphone while trying to remember what route you filed for. You find the mike first and say in your most professional voice, "November 123 ready to copy." You only hope your frantic search for your pen turns up something for you to write with or write on before the controller starts talking.

You find your pen just as the controller starts talking. But you know you're in trouble when the controller says, "November 123, I have a route change for you. Are you ready to copy."

How many pilots do you know who have the courage to say, "No. Standby one." Probably very few. The result is missed clearances, congested frequencies and frustrated pilots and controllers.

But soon, all that may be a thing of the past as pilots start receiving their clearances on either a computer display or printout. The FAA and four airlines are testing a digital predeparture clearance delivery system that provides the flight's departure clearance either to the plane's cockpit or gate area. Currently operating at Dallas/Ft. Worth, Chicago O'Hare, and San Francisco International airports, the Pre-Departure Clearance (PDC) system will soon be expanded to 27 other high volume airports.

The PDC concept is very simple. About 30 minutes before the scheduled departure of a flight, the airport's control tower receives the flight's clearance. Once the local controller is satisfied with the clearance and any additions such as local routing, the data is sent via a digital data-link to the air carrier. The information goes either to the aircraft's cockpit or gate depending on how that particular airline processes the information. Once the crew has the clearance data, a confirmation signal is sent back to the controller. The data can either be displayed on a terminal or printed out.

Since the test started, PDC has reduced delays in receiving clearances, decreased radio congestion, and reduced the copying errors normally part of the clearance process. Added PDC benefits include providing more and faster access to clearance frequencies for aircraft not equipped with PDC and reducing controller voice workload, all of which ensures safer flight.

Just think, one of these days a general aviation IFR pilot may also be able to receive a clearance at the touch of a button. ■

• Flight Review Confusion

I am confused over the annual flight review (AFR) requirements and would like a clarification. My wife has just under 400 flight hours and has both a commercial certificate with a lighter-than-air (LTA) category rating with a free balloon class rating and private pilot single engine land (SEL) privileges. Is she only required to have a biennial flight review (BFR), because of her commercial certificate? Is she then legal to fly private pilot SEL?

Jack O'Connell
Clermont, FL

FAR §61.56, Flight review, outlines the requirements for both the annual (AFR) and biennial flight reviews. The answer to your question is yes. As a commercial pilot, your wife only needs a biennial flight review. And as a commercial pilot, she can also exercise the privileges of her private pilot SEL certificate without an annual review. Thanks for the question. In your letter you said your wife participates in the "Wings" program (the FAA's Accident Prevention Program's Pilot Proficiency Award Program). Her participation in the Accident Prevention Program is commendable. Aviation is one of those activities that requires continual learning. Tell her there are now nine phases of the "Wings" program. I hope she enjoys the added challenge.

• Third Class Flight Instruction

At a recent flight instructor renewal clinic in Memphis, TN, your magazine was quoted as publishing information that flight instruction could be given for pay with a third class medical.

I would appreciate whatever information you have and what references you might have used for the referral.

H.B. Addington
Andover, KS

This question is frequently asked and is confusing to many pilots. Under FAR Part 61, to be eligible for a flight instructor certificate (CFI), a pilot must hold at least a commercial pilot certificate with at least a second class airman medical certificate. However, once a pilot obtains a CFI certificate, under current FAA policy and certain other conditions, a CFI can instruct without a medical certificate provided the CFI is not acting as PIC or performing the duties of a required flight crewmember during the flight. Obviously a CFI giving a non-rated student primary instruction in a two-place aircraft must be PIC and a medical certificate is required.

Another example is when a CFII is giving instrument instruction to a rated pilot under simulated instrument conditions and they are the only two rated pilots in the aircraft. Although the instrument student can be PIC if the aircraft is being operated under VFR rules and conditions, the instructor is the FAR required safety pilot having access to the flight controls. Therefore the CFII must have a valid medical to perform the duties of a required flight crewmember.

The following example answers your question of when can a CFI, specifically a CFII, give instruction without a medical certificate. A CFII can give instrument instruction from the back seat of an aircraft to an instrument student who is a rated pilot flying in the left front seat if either an appropriately rated safety pilot is sitting in the right seat if it is a VFR flight, or if the flight is on an IFR flight plan, an appropriately rated and current IFR pilot who is PIC is in the right seat. At no time during the flight can the CFII be PIC or a required crewmember.

• Ground Control

Your answer to my letter (May/June "Forum") regarding the tower operator always having to interrupt the control of air traffic to say "... contact ground control on (frequency) on leaving the runway" leaves me hanging. The point is not the few seconds that it takes, but that it is unnecessary. An ancillary point is that the controller must divert his or her thought from traffic in the air, landing or departing, for those "two or three seconds."

Time is not the big problem. If it were made a rule that all aircraft automatically contact ground control on leaving the runway, the most that would ever be additionally necessary is the posting of the frequency at the runway exit.

As to transmission by the tower position being an "important reminder," it doesn't seem to me that anyone using an airport with a tower should ever need a "reminder" to contact ground control.

We hear so much about overworked controllers, and I can vouch for that fact during certain hours every day at Addison Airport. Wouldn't implementing this suggestion be just a small step in relieving a problem that might add to safety overall?

Harry G. Gresham
Dallas, TX

Please see the following letter.—EDITOR

• Another View

Your response to Mr. Gresham's inquiry regarding ground control contact misses a critical point in the ATC process.

Release to ground control frequency should never be considered as automatic or assumed upon leaving the active runway *you* have landed on. Many congested airports, such as BOS, ORD, DFW, etc., have procedures requiring continued contact with the tower, (local controller) frequency during your postlanding taxi. This allows for better control and awareness of taxiing traffic crossing parallel or intersecting runways during simultaneous runway operations. Only when so cleared by the tower controller should a pilot switch to the appropriate ground control frequency.

James E. Weir
West Hartford, CT

FAA AVIATION NEWS welcomes comments from our readers. Letters may be edited for style and length. No anonymous letters will be used, but names will be withheld on request. Address: FAA AVIATION NEWS, AFS-20, Washington, DC 20591.

• PC Flight Training

I would like to know what the official FAA policy is on the use of PC-based flight simulators for pilot training (e.g. Microsoft Flight Simulator 4.0, and Flight Deck's Instrument Flight Trainer 3.0). I have heard many conflicting claims from software companies. Some claim that theirs are approved for some number of hours towards IFR training and/or currency. Others say that because the keyboard is required to operate the program that the FAA does not deem the PC to be a realistic platform for flight training. What's the real story?

I enjoy your publication very much and look forward to your reply. Thank you.

Name withheld

FAA policy is that PC-based flight simulation time may not be used to meet the flight experience requirements of under FAR Parts 61 or 141 for pilot certification, nor can PC-based simulator time be used to meet the instrument currency requirements of FAR Part 61. However, the FAA has no objections if a pilot uses a PC-base flight simulation program for practice or entertainment, but no time acquired using such devices can be logged to meet minimum flight experience requirements of the FAR.

Pilots should be aware that some companies' advertisements imply that their products either meet FAA requirements for approved training devices or that a request can be submitted to the FAA requesting authorization to use the company's product to meet the various flight experience requirements in the FAR. FAA has not approved the devices advertised nor will the FAA approve requests for authorization to log and use PC-based flight simulation time to meet FAR requirements.

INSTRUMENT CORNER

• Instrument Instruction

I have always assumed that, in order to give instruction toward the instrument rating, that a flight instructor must be a CFII. Yet, some people have recently stated that a CFIA may give this instruction, with a CFII signing off the student for the checkride.

In reading FAR §61.65(c) and §61.193(a), I can not find any definitive statements to contradict this latter opinion. Can you help?

David L. Miller, CFIA
Tujunga, CA

FAR §61.65 (e)(3) requires an applicant for an instrument rating flight test to have 15 hours of instrument flight instruction by an authorized flight instructor. FAR §61.193 and §61.51 both note that instruction must be certified by an appropriately rated and certificated instructor. And FAR §61.39, Prerequisites for Flight Tests, requires, in part, an applicant to have a written statement from an appropriately certificated flight instructor certifying that flight instruction was given within 60 days preceding the test and that the applicant is found competent to pass the test. An instrument instructor must give the required 15 hours of instrument instruction and must have flown with the applicant within the preceding 60 days as required by FAR §61.39. Of the 40 hours of simulated or actual instrument time required for the instrument rating, only 15 hours must be with a CFII.

See the preceding question regarding student IFR time.

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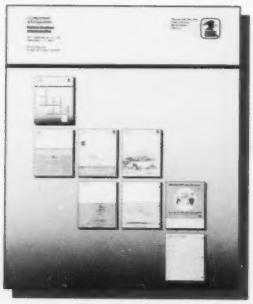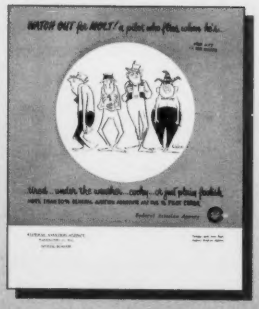
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